



U.S. Department
of Transportation
**Federal Aviation
Administration**

Advisory Circular

Subject: THE DEVELOPMENT AND USE OF MAJOR
REPAIR DATA UNDER PROVISIONS OF
SPECIAL FEDERAL AVIATION
REGULATION NO. 36

Date: 2/3/84

AC No: 140-6C

Initiated by: AWS-340

Change:

1. **PURPOSE.** This advisory circular advises that Special Federal Aviation Regulation (SFAR) No. 36 has been extended for an additional 5 years to January 23, 1989. In addition, it provides information related to the issuance of an authorization to allow repair stations, air carriers, and air **taxi/commercial operators** of large aircraft to develop and use major repair data not specifically approved by the **Administrator** in accordance with the **requirements** of SFAR No. 36.
 2. **CANCELLATION.** Advisory Circular No. **140-6B**, The Development and Use of Major Repair Data Under Provisions of Special Federal Aviation Regulation No. 36 dated **December** 18, 1981, is canceled.
 3. **BACKGROUND.** SFAR 36, which initially became effective on January 23, 1978, was issued to relieve **qualifying certificated** air carriers, air taxis, **commercial** operators, and repair stations of the burden of obtaining Federal Aviation **Administration** (FAA) approval of data developed by them for major repairs on a case-by-case basis. The certificate holders eligible for authorization under the **SFAR** are those employing **adequately** trained personnel and **complying** with specified procedural requirements. **SFAR 36** was adopted as an interim rulemaking action to obtain information upon which to base a permanent rule change. **However**, most of the affected certificate holders did not utilize the provisions of SFAR 36 until it was well into its **second year** and near its original expiration date of January 23, 1980. **Since** the FAA did not **have** sufficient data upon which to base a permanent rule change, the termination date for SFAR 36 was extended an additional 2 years to January 23, 1982. In 1981 the FAA initiated rulemaking to consolidate certain authorizations along with those issued under SFAR 36 and make them a **permanent** part of the Federal Aviation Regulations. **However**, this **rulemaking** action was not **completed** and the termination date for SFAR 36 was extended for an additional 2 years to January 23, 1984. Each authorization issued under this SFAR **was** made effective from the date of issuance until January 23, 1984. There are **presently more** than 20 certificated air carriers and repair stations holding SFAR 36 authorizations. For reasons unrelated to the subject matter of SFAR 36, the pending **rulemaking** project was **canceled**, and no new project is presently **being developed**. **Consequently**, to provide **continuity** and avoid hardship to those relying on SFAR 36 as it presently exists, **the FAA** finds it necessary to **extend** the effectivity of **SFAR 36** for an additional 5 years to January 23, 1989.
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4. GENERAL. Previously authorized certificate holders will not **be** required to requalify upon expiration of the initial 2-year period. The **amendment provides** that each authorization issued under this **SFAR** has an effective period **from** the date of issuance until January 23, 1989. **This** rule extension should provide ample **time** for the provisions **to be** incorporated into a **permanent** rule change.
5. ELIGIBILITY. SFAR 36 is applicable to **domestic** repair stations certificated under Part 145, air carriers osrtificated under Parts 121 or 127, **commercial** operators certificated under Part 121, and air taxi **operators** of large aircraft subject to Section 135 of **the FAR.**
6. APPLICATION. Application for an SFAR 36 authorization can **be made** by letter to the FAA District Office which has the applicant's certificate responsibility. The letter of application is required to list the information as outlined in SFAR 36.
7. PROCEDURE MANUAL. No person holding an authorization issued under SFAF! 36 may exercise any authority under the authorization unless the person obtains FAA approval of, and **complies** with the procedures contained in, the **manual** required by SFAR 36.
8. APPLICANT'S RESPONSIBILITY. Before approving a product for return to service after major repair, the **certificate** holder is responsible for showing **compliance** with the applicable airworthiness requirements. Normally, these are the rules with which the manufacturer originally showed **compliance.**
9. COPY OF SFAF? 36. A copy may be found in Parts 121 and 145 of the FAR.



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